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*For two-letter codes and other abbreviations, refer to the "Guidance Notes on Codes and Abbreviations" appearing at the beginning of each regular issue of the PCT Gazette.*

## INTEGRATED TRAIN CONTROL

### BACKGROUND AND SUMMARY OF THE INVENTION

5 The present invention relates generally to train control and more specifically to an integrated train control which integrates existing train control systems.

The various train control systems are available. For example, New York Air Brake Corporation (NYAB) offers products which enhance both information and productivity including EP-60® System, (Electronically Controlled Pneumatic Brake - ECP), CCBII® System (Computer Controlled Brake), Wired Distributed Power, Smart Car and LEADER® System. Each product alone offers value in both providing information and improving operational performance. Integrating the products together creates a complete train control system with synergistic value beyond the capability of any product alone.

15 To develop a complete integrated system for total train management, four basic functions are required. They being:

- **Man-Machine Interface** - provides the mechanism to receive train control commands and provide system status feedback
- **Enabler** - provides the pathway and mechanism to control a function of the train
- 20 ➤ **Actuator** - provides the means to physically create action within the train
- **On-Board Intelligence** - provides the decision making and information handling function for managing a train.

25

By establishing the EP-60 System as the foundation of the Integrated Train Control System, each system can be used as a unique building block. The Electronically Controlled Pneumatic System (ECP) provide the needed functionality for the ITC Network integrity, pertinent vehicle information, and gateway for trainline information transfer. With this, the backbone for Integrated Train Control System is established, providing the intelligence and enabler functions for the system.

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Integrating EP-60 System with CCBII System creates a "Dual Mode" trainline brake control system for ECP or conventional pneumatic equipped rail cars, all through a common brake controller, operator display and local brake cylinder control devices. The CCBII function provides the man-machine interface and locomotive actuator functions for the Integrated Train Control System.

Wired DP integration provides a simplified distributed power system utilizing the existing EP-60 brake functions. System requirements, such as, trainline integrity, communications validation, and trainline brake control is provided by the EP-60 function. With this, distributed power's primary responsibility is to provide locomotive propulsion control while providing the man-machine interface and actuator functions of the integrated system.

Smart Car integration improves the train brake control through electronic on-car load sensing and brake effort monitoring. In this way, the car's brake control can be adjusted to achieve the desired brake rate. By utilizing the ITC Network, Smart Car also provides the capability for unique car control commands (i.e. automated handbrake, dumper control, etc.)

LEADER System becomes the system enabler to control and monitor the complete train. LEADER System adds the intelligence to each individual sub-system to achieve total train management. LEADER System interacts with the EP-60 and WDP systems to calculate a brake setting for each car and brake and throttle setting for each locomotive with in a train based on the geography of the situation to optimize train handling and fuel efficiency. The integrated system is also enhanced by LEADER System's interaction with Smart Car as a man-machine interface, as well as a communications platform. Based on information received from Smart Car, LEADER System acquires information of the conditions on the cars and provides the ability to alert the Locomotive Engineer and recommend a course of action related to the event. LEADER System also provides the means to relay the Smart Car information to a remote Base Station for further disposition.

An integrated train control system according to the present invention includes a wire trainline and a brake pipe extending through each car on the

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train. An electropneumatic brake controller controls the brake pipe and provides electropneumatic brake signals. The propulsion controller provides electrical propulsion signals. An operator interface is connected to the brake controller and the propulsion controller. An electropneumatic brake system in  
5 each of the cars in the train is connected to the trainline and brake pipe. Propulsion systems on the locomotive in the train are also connected to the trainline. A master controller determines the conditions for each car and locomotive in the train and as a function of predetermined conditions transmits over the trainline individualized brake signals to each car and locomotive and  
10 individualized propulsion signals to each locomotive.

The master controller determines the location of each car and locomotive on a track profile and determines the conditions of the cars and locomotives from the position on the track profile. The master controller also determines anticipated conditions of each car and locomotive based on  
15 upcoming track profiles and individualized the transmitted signals as a function of the anticipated conditions. The car brake controller and propulsion controller include sensors and the brake controller and the propulsion controller determines conditions from the sensor and transmits the predetermined condition to the master controller. The determined conditions  
20 could include one or more of hot bearings, stuck hand brakes, flat wheel, wheel off rail, etc. They may also include one or more of car load, braking effort, draw bar/draft gear forces, impact detection, etc. The brake controller uses the locally determined conditions. Wherein the car and locomotives includes auxiliary equipment connected to the brake controller or propulsion  
25 controller, the master controller transmits individual signals for the auxiliary equipment.

The resulting benefit of integrating these systems within a single system is well beyond the sum of their individual benefits alone. Additional performance and informational benefits are created.

30 Other objects, advantages and novel features of the present invention will become apparent from the following detailed description of the invention when considered in conjunction with the accompanying drawings.

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### BRIEF DESCRIPTION OF THE DRAWINGS

Figure 1 is a diagram showing the building blocks in an integrated train control.

5 Figure 2 shows a schematic representation of an EP-60 brake control system.

Figure 3 is a schematic representation of a CCBII brake controller.

Figure 4 shows a schematic representation of a wire distributive power system.

Figure 5 shows a schematic representation of a LEADER system.

10 Figure 6 shows a schematic representation of the integrated train controller according to the principles of the present invention.

### DESCRIPTION OF THE PREFERRED EMBODIMENTS

15 The building blocks for the integrated train control system of the present invention is illustrated in Figure 1. Each of the subsystems will be described in detail and followed by the integration using the map of Figure 1.

#### **EP-60 System**

20 The EP-60® System is a communications network based electronic-pneumatic train brake control system and is illustrated in Figure 2.

25 The EP-60 system consists of locomotive equipment, car braking equipment, an auxiliary end-of-train device, and a power/communications distribution system. The locomotive equipment collectively referred to as the Head-End-Unit (HEU), consists of a Trainline Power Supply (TPS), Trainline Communications Controller (TCC), Brake Controller and an Operator Interface Unit (OIU). The car equipment consists of the Car Control Device (CCD). Each locomotive and car also include an Identification Module (IDM). The following block diagram depicts the EP-60 system architecture. The car control device is described in U.S. Patent 5,967,620 to Truglio et al. and U.S. Patent 6,049,296 to Lumbis, et al.

30 The locomotive head-end unit (HEU) supplies power to and communicates with each of the car control devices (CCD) via the Intra-Train

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Communications (ITC) Network. The auxiliary end-of-train device (AED) provides termination of the communication line and transmits an end-of-train message back to the HEU for establishing trainline integrity. Trainline power and communications are transmitted on a single set of wires. The trainline communications network is based upon the Echelon Corporation's LonWorks® network technology.

Power to the car equipment is provided from the trainline power supply via trainline wires. Power from the trainline is used to charge on-car batteries, which in turn supply power for the brake control electronics and other car functions. A trainline network interface provides the communication link between the car and the rest of the train

In ECP operation, brake pipe is not modulated for train brake control, but acts only as the air supply source to the train. The locomotive HEU interprets the Locomotive Engineer's actions and provides braking commands to each car via the ITC network. This network is also used for reporting car exceptions, status information, and diagnostics. The OIU provides train control status information.

The CCD provides normal EP service and emergency brake control. An emergency portion and/or vent valve is included for propagation of brake pipe pressure and brake cylinder (BC) control during a pneumatic initiated emergency brake. With special software, the CCD can be made to emulate the functions of the service portion (i.e. respond to conventional brake pipe control). In this mode, assuming that an on-board power source is available, the CCD will operate normally in a conventional train.

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### **CCBII® System**

The CCBII® brake control system is a network-based, 26L compatible, electro-pneumatic air brake system designed for main line freight and passenger locomotives. Figure 3 depicts the CCBII architecture.

The CCBII system consists of three primary components. They are the Electronic Brake Valve (EBV), the Integrated Processor Module (IPM), and the Electro-Pneumatic Control Unit (EPCU). The EBV provides the man-

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machine interface to the automatic and independent brake controls. The automatic handle controls the automatic (train) brake and the independent handle controls the independent (locomotive) brake. The IPM is the brake system's central computer. The IPM manages the electronic interfaces  
5 between the brake system and the Locomotive Engineer's display, other locomotive on-board sub-systems (i.e. alerter, cab signal, etc.) and general locomotive inputs and outputs. The EPCU manages the locomotive pneumatic interfaces. These interfaces include the locomotive's brake cylinders, brake pipe, independent application and release pipe, and the actuating pipe. CCBII  
10 System is described in U.S. Patent 6,098,006 to Sherwood, et al.

### **Wired Distributed Power System**

The Wired Distributed Power (WDP) system is a remote locomotive control system, which utilizes the ITC network as the communications  
15 medium, as shown in figure 4. This is the same communications network as used by the EP-60® (cable based) system. Utilizing the wire technology to replace the traditional radio as the communication medium provides a more reliable link to the remote locomotives. WDP takes advantage of the already established EP-60 brake control system for head of train to end of train  
20 beacons to provide trainline brake control and to verify the trainline integrity.

The Locomotive Engineer is provided the ability to control multiple remote locomotives located remotely in the train. The designation "remote unit" applies to the controlling locomotive unit in a remote locomotive consist. Remote consists are located in different parts of the train and are controlled by  
25 commands from the lead locomotive. Locomotives connected through the MU lines for multiple unit service (lead or remote unit) are called trail locomotives. Figure 4 depicts the WDP system architecture.

The remote locomotive can be controlled synchronous (MU operation) to the lead locomotive or independent of the lead locomotive. Independent  
30 operation can be further divided into individual or group control of locomotives. The WDP provides the capability to control the remote locomotive air brake, throttle, dynamic brake, auxiliary controls, and critical



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monitoring functions.

5 The WDP system's primary component is the Locomotive Control Module (LCM). The LCM is an intelligent device that interfaces with the existing on-board locomotive sub-systems (i.e. brake, propulsion, etc.). The LCM provides the ability to control locomotives not connected directly in consist in a similar manner as in multiple unit (MU) operation. The LCM provides the mean to control these remote units by managing the command signals transmitted via the ITC Network. The primary LCM responsibilities to provide the man-machine interface to control and monitor remote locomotives and to provide the interface to the locomotive sub-systems.

### Smart Car

Smart Car applies on-car sensors and/or actuators to freight railway cars for the purpose of providing defect detection, monitoring of car operating status, car location tracking and automated car sub-system control.

15 Early detection/correction of failures or impending failures provides a distinct advantage to railroads, car builders and shippers by helping to prevent equipment damage, lading damage and derailments. The Locomotive Engineer and/or other personnel can be notified immediately of car defects such as a hot bearing, flat-wheel or wheel off-rail. Other operating parameters can be monitored, recorded and/or reported for the purpose of determining car equipment performance. With the addition of GPS, the location of the car can be tracked at any time. In addition to sensing functions, Smart Car also provides the capability of controlling car level functions such as automated handbrake and dumper control.

20 The Smart Car system includes a power source, central intelligence and communications interface such as radio, satellite link or the wire-based ITC network. Depending on the level of functionality desired, a number of sensors and/or actuators can be added to the base system.

30 Smart Car provides the following informational benefits:

- Car Diagnostics
  - Stuck Handbrake Detection

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- Hot Bearing Detection
- Off-Rail Detection
- Bad Wheel Detection
- Slack Adjuster Failure
- 5 ➤ Car Operational/Status Monitoring
  - Car Load
  - Braking Effort
  - Draw Bar/Draft Gear Force
  - Impact Detection
  - 10 ➤ Refrigeration System Monitoring
  - Door, Hatch And Gate Position Monitoring
- Car Location

Smart Car provides the following performance benefits:

- Automated Control
- 15 ➤ Auto Engage/Disengage of Handbrake
- Auto Door, Hatch And Gate Actuation

### **LEADER® System**

20 The LEADER® System is a real-time data collection, processing, storage and reporting system. The power of LEADER System lies in its ability to collect all data necessary to create a real-time, animated display of train dynamics in the cab for the Locomotive Engineer. Leader also provides the ability to recreate any run ever made for general or detailed post-analysis.

25 LEADER System is a powerful new in-cab instrument, capable of providing detailed feedback to the Locomotive Engineer. Graphical, animated train dynamics are shown in real time. A view of the track profile two to nine miles ahead of current location is displayed. The Locomotive Engineer now knows the current state of the train; grades and curves occupied, slack state of the couples, air brake status, speed, acceleration, position, and what to expect  
30 over the next few miles, all with a single glance. By making subtle changes in train-handling technique through the LEADER Display, significant performance improvements are achieved. Figure 5 depicts the LEADER

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system architecture.

The LEADER System consists of on and off-board equipment.

Onboard, the LEADER Display is a flat panel Liquid Crystal Display (LCD) containing a Single Board Computer (SBC) and communication electronics.

5 The display is the interface for the Locomotive Engineer providing a touch screen display and key board for input. The I/O Concentrator is a modified, enhanced event recorder which collects and reports sensor data to the SBC. The system includes a GPS System and a Radio Communication System whose antenna are installed on the roof of the locomotive. The power supply conditions the raw 74 volt battery power for the display.

10 Off-board, the Base Station acts as a Data Server collecting and storing log files from the locomotive and a Playback Station providing a terminal for analysis. The Base Station includes a data radio for communication with the locomotives and is generally located at a fixed position. The Portable Playback Stations are laptop computers with playback capability and generally access log files through a LAN or via cable onboard the locomotive.

The LEADER system provides the following informational benefits:

- Detailed, Real-Time View To Train Dynamics
  - Currently Occupied Grades And Curves
  - 20 ➤ Slack State Of All Couplers In Train
  - Air Brake Status Of Train
  - Speed, Acceleration, And Position Of Train
- Complete Recording And Storage Of All Data Necessary To Recreate Any Run At Any Time
- 25 ➤ Automatic Radio Download Of Log Files For Analysis
- Automatic Or Manual Operational Analysis
- Proactive Exception Reporting Via E-Mail
- Flexible User Interface To Customize Analysis
  - By Segment
  - 30 ➤ By Dates
  - By Engineer
  - By Exception

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- Or By Any Combination Of The Above
- Asset Tracking
- Precise On-Board Tracking Of Locomotive Location
- Equipment Malfunction Alerts

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### **Integrated Train Control**

As illustrated in figure 6, The EP-60® system provides the platform for building a complete integrated train control and information system. With the advent of ECP brakes comes the key to train level systems integration via the ITC network. Until ECP braking emerged, the focus on systems integration has been primarily at the locomotive level. The ECP based ITC network forms the backbone for enabling both car and locomotive systems to operate together to provide enhanced train wide information and performance benefits. The EP-60 system provides the backbone for the communications network and intelligent train braking as the initial building block to achieve integrated train control. The following features of the EP-60 system provide valued benefits to be built upon for additional levels of system integration.

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- **Intra-Train Communications Network** – The ITC network provides the communications path for the addition of Wired Distributed Power, Smart Car and LEADER® System.
- **Intelligent Car Level Braking** - This provides the basis for improved braking performance with the addition of Smart Car sensing for real-time feedback of car operating conditions and LEADER System for better train handling.
- **Automatic Train Consist Identification** – When the train is initialized, the EP-60 Head End Unit establishes a train consist database which contains information on each car and locomotive such as reporting mark, vehicle length, vehicle weight and other parameters. This information is available for Wired Distributed Power, LEADER System and other systems.
- **Vehicle Sequencing and Orientation** – During train initialization, the EP-60 system also establishes the sequence and orientation of each vehicle

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in the train. This information is provided to the WDP system for automating the setup process and to LEADER System for automated train control.

- 5      ➤ **External Sensor Interface** - The EP-60 Car Control Device provides a local power and communications network interface which provides for add-on capability of Smart Car

10      The addition of CCBII® System to the EP-60® system provides the added benefit of a shared man-machine interface and pneumatic brake control. The integrated system provides single handle control of the ECP trainline and pneumatic brake pipe via the CCBII electronic brake valve. The integrated package also combines the system feedback, set-up functions and diagnostic logging via a common operator display module. Additionally, the CCBII interprets the ECP trainline brake command to control the locomotive brake cylinder pressure locally. By combining an EP-60 TCC and TPS with a CCBII  
15      conventional brake control system, a locomotive can be fitted for "Dual Mode" ECP and conventional pneumatic train and locomotive brake control.

20      The system architecture uses a direct communications link between the EP-60 and CCBII systems. This link manages the complete brake control interface between the two systems. Separate (LSI) communication links are provided to interface the EP-60 and CCBII systems to the ILC System for set-up, system status, and event/diagnostic logs.

25      The integrated system shares functional responsibilities between the EP-60 and CCBII Systems. The system architecture establishes the CCBII system as the brake control interface layer to the locomotive and operator. The CCBII system manages all high level brake control inputs and local brake control outputs to the locomotive, as well as, charging the brake pipe and handling any locomotive application specific requirement. The EP-60 System manages the core ECP trainline control functionality as governed by the American Association of Railroads (AAR). The integrated system provides the  
30      capability to command trainline service, penalty and emergency brake applications while maintaining a fully charged brake pipe. To control the locomotive brake cylinder pressure in response to the ECP trainline brake

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command, the integrated system has the capability to read the ITC trainline directly. In addition, CCBII System modulates the independent application and release pipe pressure in response to the ECP trainline command to control the brake cylinder pressure on non-ECP equipped trailing (MU) locomotives.

5           As a result, the added benefits of the integrating the CCBII with the EP-60 system include,

- The shared integration of the Man-Machine Interface minimizes the brake control operational differences when in ECP and conventional pneumatic mode.
- 10   ➤ The EP-60 and CCBII Systems share common locomotive inputs and outputs, which eliminate installation requirements for dual wiring and piping to both systems.
- Locomotive brake cylinder control is provided without additional control valves for ECP equipped lead locomotives and non-ECP
- 15   equipped trail locomotive.
- The system easily transitions from pneumatic trainline brake pipe reductions for service, penalty and emergency brake applications to ECP electronic commands when ECP mode is selected.

20           The addition of Wired Distributed Power (WDP) to the EP-60® and CCBII® systems provide the added benefit of controlling remote locomotives via the ITC network. By using the already established ITC/ECP trainline communications and brake platform, the complexity of adding distributed power is significantly reduced. This results in increased communications reliability and performance, as compared to other forms of communications.

25           The WDP system shares functional responsibilities with the EP-60 and CCBII Systems. The system architecture establishes the WDP system as the high level remote locomotive controller for both brake and propulsion. The WDP system manages all high level remote locomotive commands, set-up and information feedback. The WDP system relies on the EP-60/CCBII system to

30   provide the brake control and ITC network communications management.

Issues such as communications loss and End-Of Train (EOT) terminations are handled by the EP-60 System reducing the WDP functional requirements. The

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EP-60 train make-up and sequencing process provides an automated means to identify pertinent locomotive information (such as locomotive type, location and direction) significantly reducing manual DP set-up requirements.

5 The system architecture utilizes a direct communications link between the EP-60 and Wired DP systems. This link handles the interaction of remote locomotive brake control, as well as providing the DP gateway to the ITC network. Separate (LSI) communication links are provided for the EP-60 and WDP systems to the ILC System for system set-up, system status, and event/diagnostic logging.

10 By integrating WDP with EP-60/CCBII Systems, a fully integrated platform for complete train control and information is established. The ITC network provides the gateway necessary for the introduction of additional intelligent systems to improve overall train control performance and management. Systems such as LEADER System and Smart Car are now  
15 possible, where communications to all cars and locomotives is essential.

As a result, the added benefits of integrating the Wired DP with the EP-60/CCBII system include,

- Utilization of the EP-60 trainline communications controller.
- Shared brake control functional responsibilities reduce implementation  
20 complexity.
- Establish a train wide communication network to each locomotive and rail car for propulsion and brake control and information in combination with LEADER System.

Several advantages are achieved when the Smart Car system is  
25 integrated into an EP-60® equipped rail car. The key advantages are the elimination of an on-board power source, improved brake control with electronic on-car load sensing and brake effort monitoring, captive communications to the lead locomotive via the ITC network and increased intelligence/decision making capability through the combination of ECP car  
30 control electronics, Smart Car equipment and locomotive equipment.

The Smart Car system interfaces to the EP-60 Car Control Device (CCD) for communications and power. The CCD includes an intelligent

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power management function for controlling power for brake control and Smart Car functions. It also includes a local communication network interface, which provides the gateway to the ITC network. This allows for the transmission of exception reports and other important car operating information to the lead locomotive and Locomotive Engineer. In addition, transmitting commands from the lead locomotive can provide features such as automated hand brake and dumper control. Integrating Smart Car with EP-60 System also provides additional braking performance capability with the addition of electronic load sensing and/or brake effort monitoring. The CCD can use this information to adjust the local brake control of the car to achieve the desired brake rates. In addition, operating parameters such as actual car weight, car brake effort and draw bar/draft gear force provides information to the lead locomotive that can be used for achieving better train control.

LEADER® System adds the intelligence to each individual system to arrive at Integrated Train Control. With LEADER System, the integrated system will know the dynamic state of the train at each instant in time including location, slack state, propulsion system status and brake systems status. What's more, LEADER System has the ability to look ahead and create what-if scenarios, searching for the best course of action to achieve the railroad's goals.

Train control decisions can be made on a car by car and locomotive-by-locomotive basis. LEADER can calculate a brake setting for each car based on the geography of the situation keeping the train stretched or bunched to dramatically reduce, nearly eliminating in-train forces. Train-handling challenges are greatest when the train is experiences multiple grade change points across the train's length. In these situations, the best strategy is to apply brake effort only on the cars which require brake to maintain a stretch or bunch condition. LEADER System uses sophisticated algorithms to determine which cars should brake and EP-60® System provides the technology to make it happen, car-by-car.

Similarly, independent control of remote locomotives inherently provides for the best control to move today's long trains. By understanding



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the current geography of the train and what grades lie ahead, LEADER System will calculate the throttle setting to smoothly, efficiently vary the power settings on each locomotive to optimize train-handling. The ITC network provides the communication medium to the remote locomotives and Wired Distributed Power provides the actuator to make it happen.

LEADER System acts as both a man-machine-interface platform and a communication platform for Smart Car. Smart Car reports status and exception information to the ITC network, which is forwarded to LEADER. The LEADER System brings the issue to the attention of the Locomotive Engineer and provides a recommended course of action based on its complete knowledge of the state of the train. All Smart Car reports are also included in the LEADER log file such that when the log file is reported to the Base Station, the Smart Car alert is brought to the attention of the appropriate individual via e-mail.

Much as in conventional pneumatic brake systems, LEADER System allows the Locomotive Engineer to better understand the state of the pneumatic brake system controlled by CCBII® System and therefore make better, safer braking decisions. LEADER System provides information about the charged state of the brake system, knows how much retarding force is available from the system and can make recommendations on brake settings. And because CCBII System is electronic based, LEADER System can make a direct communication link and issue commands to achieve a desired goal.

The CCBII System is an electropneumatic brake controller controlling the brake pipe and providing electropneumatic brake signals. The wire distributive power system includes a propulsion controller which provides electrical propulsion signals. An operator interface is the control stand which is connected to the brake controller and the propulsion controller. The CCD is an example of an electropneumatic brake system in the cars of the train that are connected to the trainline and the brake pipe. Additional locomotives include propulsion systems on the locomotives connected to the trainline in the wired distributive power system. LEADER System is an example of a master controller which determines the conditions for each car and locomotive

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of the train and as a function of the determined condition, it transmits over the trainline individualized brake signals to each car and locomotive and individualized propulsion signals to each locomotive.

Further novel features are described in the appended Claims.

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Although the particular products of New York Air Brake Corporation are mentioned herein, equivalent products by competitors may also be used in the integrated train control system.

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IN THE CLAIMS

1. An integrated train control system comprising:  
a wire trainline and brake pipe extending through each vehicle on the train;  
electropneumatic brake controller controlling the brake pipe and providing electropneumatic brake signals;  
a propulsion controller providing electrical propulsion signals;  
an operator interface connected to the brake controller and the propulsion controller;  
an electropneumatic brake system in cars in the train and connected to the trainline and brake pipe;  
propulsion systems on locomotives in the train and connected to the trainline; and  
a master controller which determines conditions for each car and locomotives in the train and as a function of the determined conditions transmits over the trainline individualized brake signals to each car and locomotive and individualized propulsion signal to each locomotive.
2. The system according to Claim 1, wherein the master controller determines the location of each car and locomotive on a track profile and determines the conditions of the cars and locomotives from the position on the track profile.
3. The system according to Claim 2, wherein the master controller determines anticipated conditions of each car and locomotive based on upcoming track profiles and individualizes the transmitted signals as a function of the anticipated conditions.
4. The system according to Claim 1, wherein the car brake controller and the propulsion controller each includes at least one sensor and the brake controller and the propulsion control determine the conditions from the sensor and transmits the determined conditions to the master controller.

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5. The system according to Claim 4, wherein the determined conditions are one or more of hot bearings, stuck hand brakes, flat wheel and wheel off-rail.

6. The system according to Claim 4, wherein the determined conditions includes one or more of car load, braking effort, drawbar/draft gear forces and impact detection.

7. The system according to Claim 6, wherein the brake controller uses the local determined conditions for controlling the local brakes.

8. The system according to Claim 1, wherein the car and locomotive include auxiliary equipment connected to the brake controller and propulsion controller and the master controller transmits individual control signals for the auxiliary equipment.

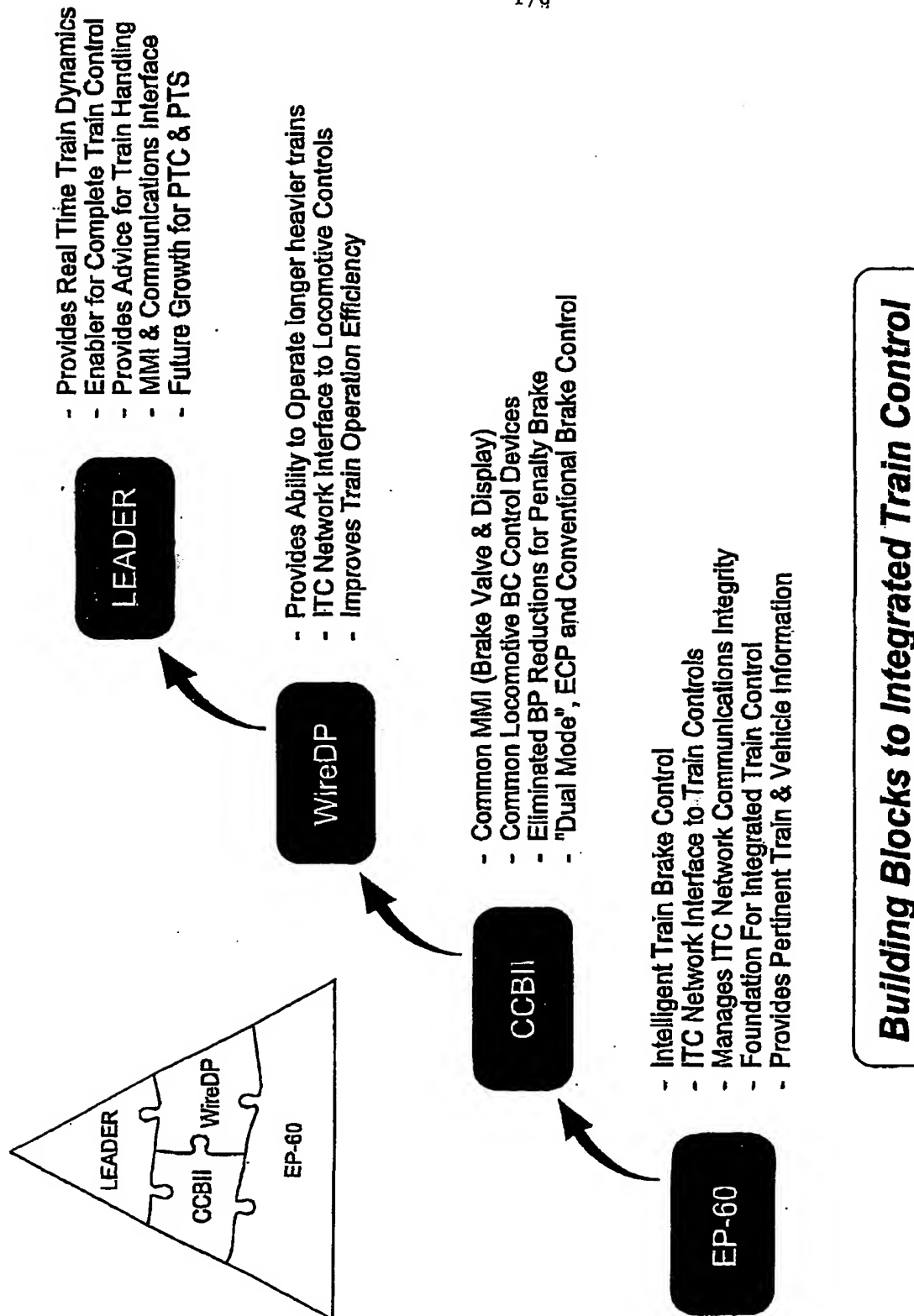


Figure 1

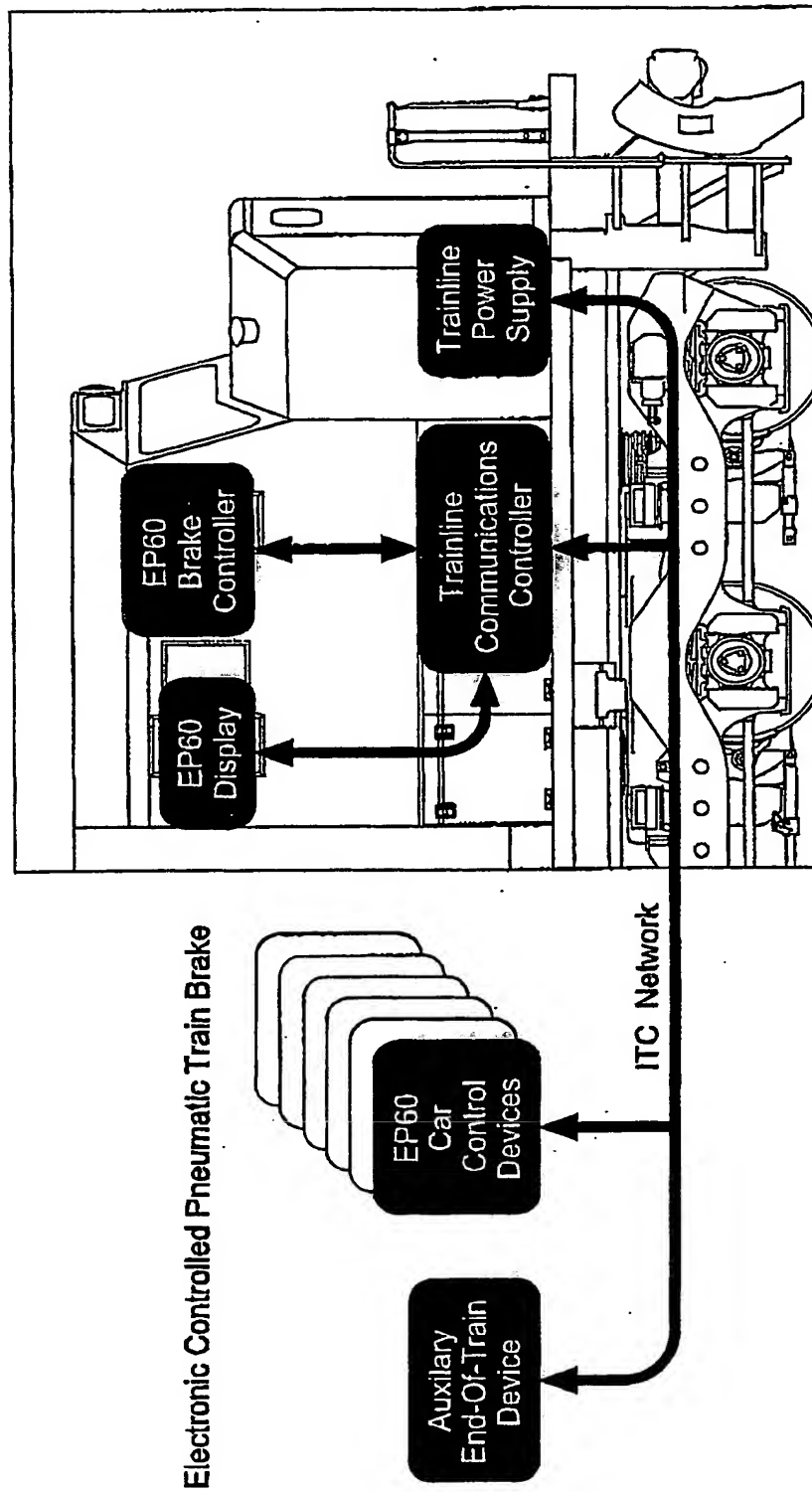


Figure 2

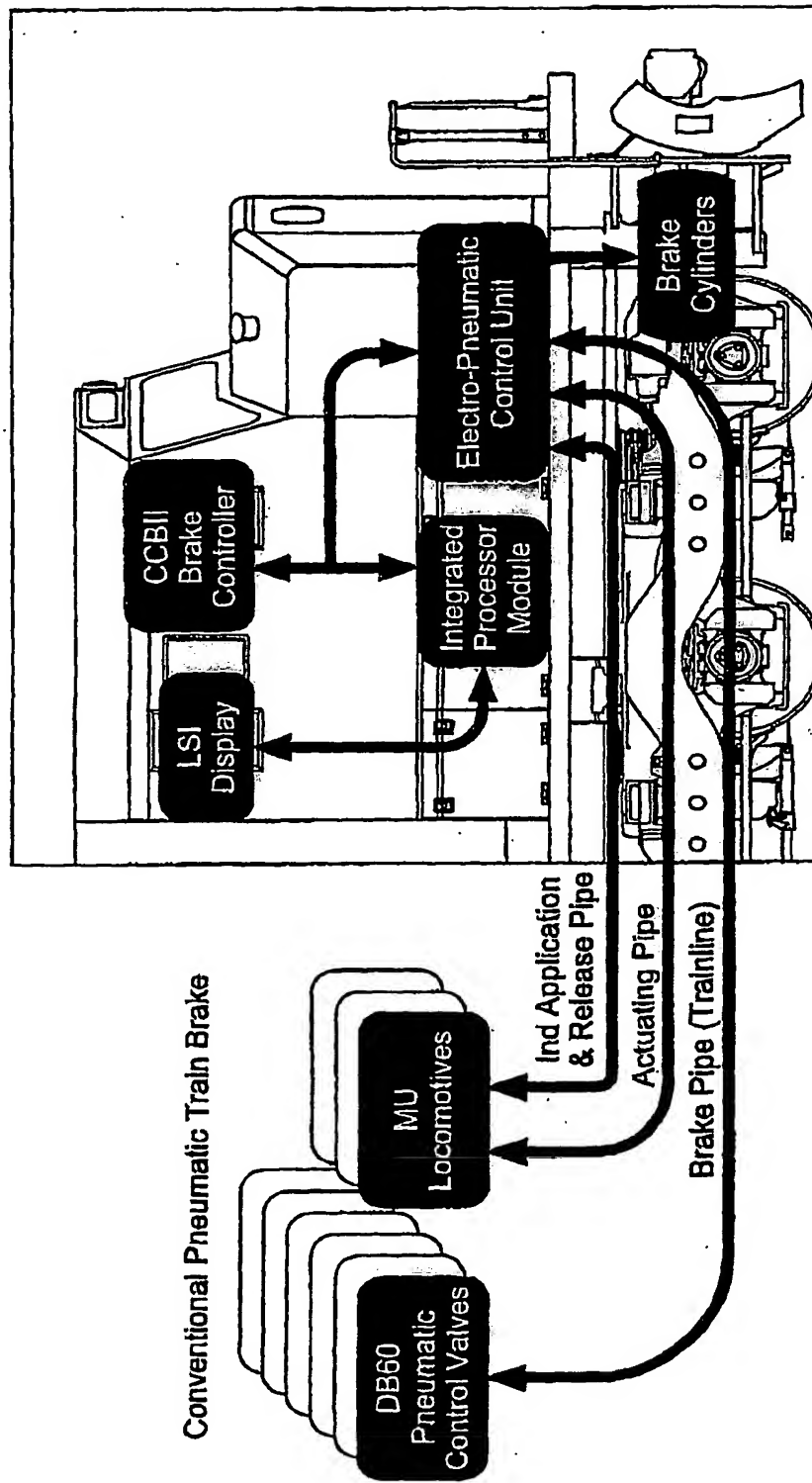


Figure 3

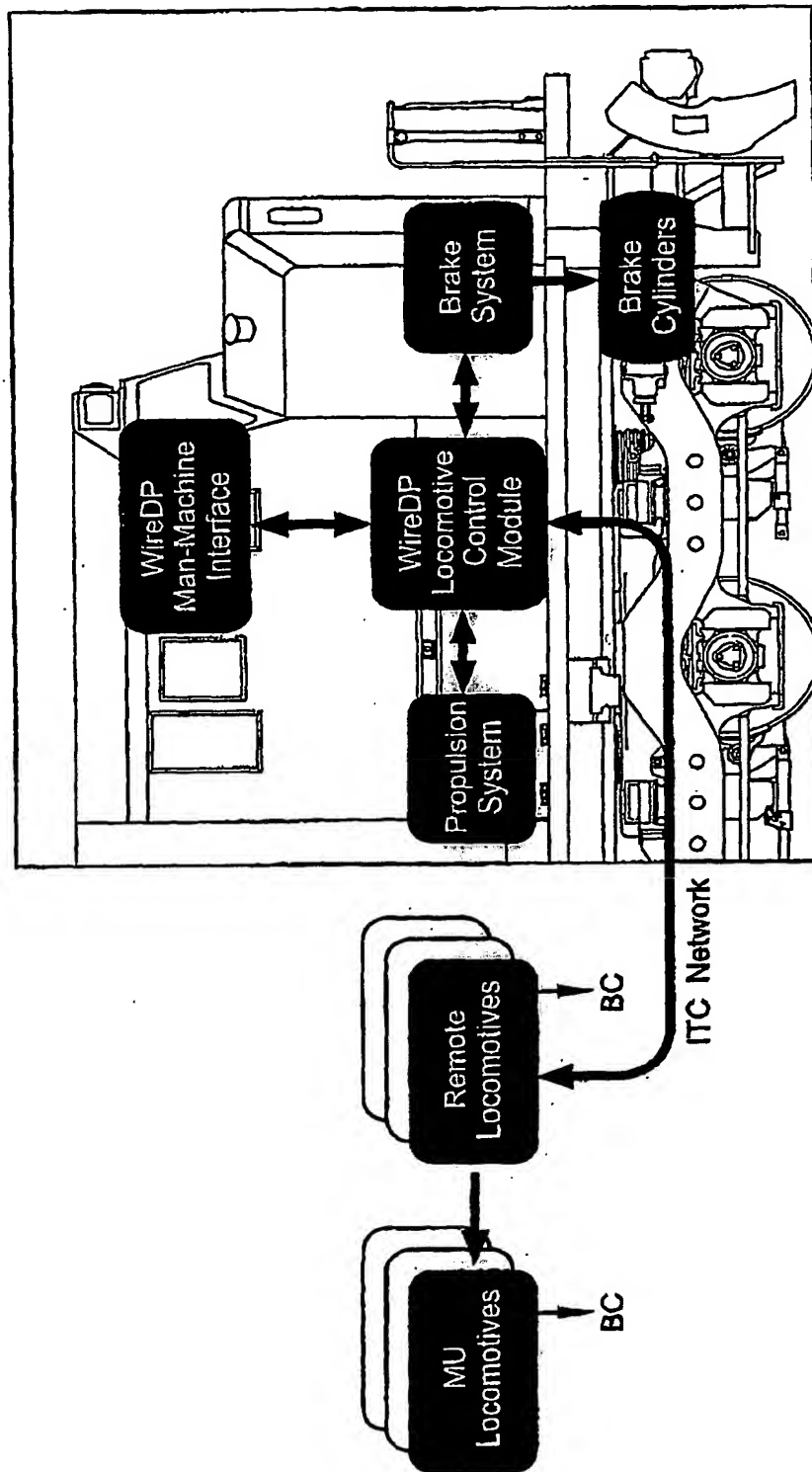


Figure 4



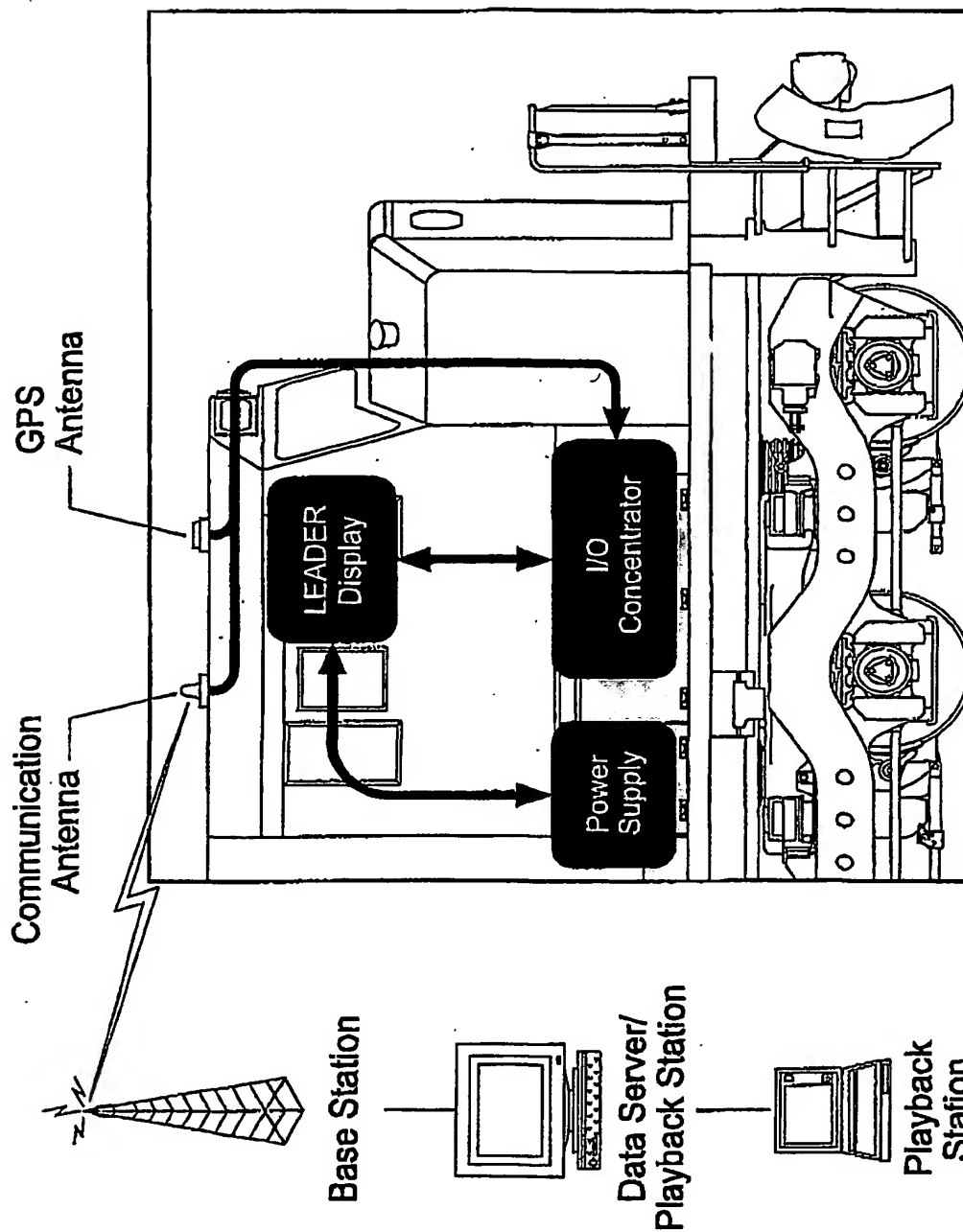
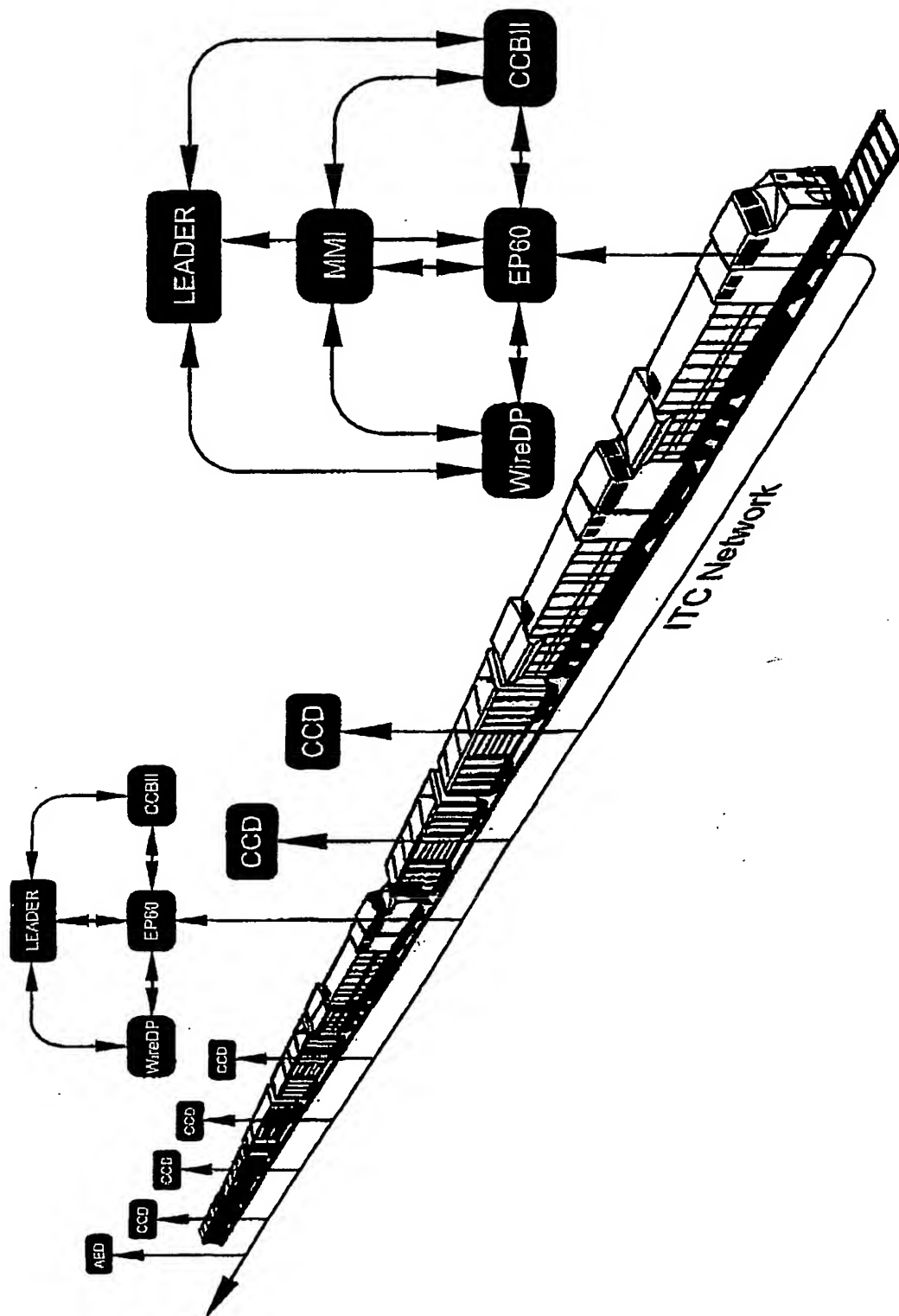


Figure 5



# INTERNATIONAL SEARCH REPORT

International application No.

PCT/US01/28120

<b>A. CLASSIFICATION OF SUBJECT MATTER</b>																				
IPC(7) : B61L 27/00 US CL : 246/182B																				
According to International Patent Classification (IPC) or to both national classification and IPC																				
<b>B. FIELDS SEARCHED</b>																				
Minimum documentation searched (classification system followed by classification symbols) U.S. : 246/182B, 72, 167R, 182R, 182A, 182C																				
Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched																				
Electronic data base consulted during the international search (name of data base and, where practicable, search terms used)																				
<b>C. DOCUMENTS CONSIDERED TO BE RELEVANT</b>																				
Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.																		
A	US 6,002,978 A (MARRA et al) 14 December 1999 (14.12.1999).																			
A	US 5,487,516 A (MURATA et al) 30 January 1996 (30.01.1996).																			
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<input type="checkbox"/> Further documents are listed in the continuation of Box C. <input type="checkbox"/> See patent family annex.																				
<table border="0"> <tr> <td colspan="2">* Special categories of cited documents:</td> <td>"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention</td> </tr> <tr> <td>"A" document defining the general state of the art which is not considered to be of particular relevance</td> <td></td> <td>"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone</td> </tr> <tr> <td>"E" earlier application or patent published on or after the international filing date</td> <td></td> <td>"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art</td> </tr> <tr> <td>"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)</td> <td></td> <td>"&amp;" document member of the same patent family</td> </tr> <tr> <td>"O" document referring to an oral disclosure, use, exhibition or other means</td> <td></td> <td></td> </tr> <tr> <td>"P" document published prior to the international filing date but later than the priority date claimed</td> <td></td> <td></td> </tr> </table>			* Special categories of cited documents:		"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention	"A" document defining the general state of the art which is not considered to be of particular relevance		"X" document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone	"E" earlier application or patent published on or after the international filing date		"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art	"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)		"&" document member of the same patent family	"O" document referring to an oral disclosure, use, exhibition or other means			"P" document published prior to the international filing date but later than the priority date claimed		
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Date of the actual completion of the international search 04 November 2001 (04.11.2001)		Date of mailing of the international search report <b>03 DEC 2001</b>																		
Name and mailing address of the ISA/US Commissioner of Patents and Trademarks Box PCT Washington, D.C. 20231 Facsimile No. (703)305-3230		Authorized officer Mark T. Le <i>Diane Smith</i> Telephone No. 703-308-1113																		

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